

About Ogden City and Weber County

The past, present and future of Ogden City, if reduced to print, would fill volumes of interesting reading matter. Of the past the citizens of the city should not feel ashamed; of the present they are justly proud, and of the future there is no fear, but on the other hand, an abiding faith in the continued prosperity and advancement along all lines of commerce which is awaited with eager anticipation as the years roll by and their story is unfolded.

In the minds of most of the older residents of Ogden, the beginning of the growth of the city dates back but a few

completed, which the engineer believes will not be later than next April, will be one of the largest bridges of its kind on the entire system. Besides a great convenience to the public, the viaduct, which will reach in cost several hundred thousand dollars, will be artistically beautiful, with its massive concrete pillars and handsome steel architecture.

The financial panic last winter interfered with many other improvements which were then contemplated for 1908 by the railroads in this city, but they are promised for 1909. At this time a

work. Anticipating the heavy freight traffic which will be handled over the Western Pacific and the Rio Grande when the first named road is completed, plans will be made for the erection of a handsome freight depot on Twenty-fourth street, to be completed in one year, at a cost of \$60,000.

With two of the largest railroad systems in the world centering in Ogden City, there can be but little doubt that this city bids fair to be one of the largest and most important in the west.

One of the biggest projects ever

station let to the J. P. O'Neill Construction company of this city and P. J. Moran of Salt Lake. Work was begun at once, and a large force of men are still engaged on the mammoth job. After the water is diverted from the river it is carried through a concrete pipe eight feet four inches in diameter and several inches thick, with powerful steel reinforcement. This line when completed will be several thousand feet in length and will have a continuous capacity sufficient for a 35,000-horsepower turbine, which will be installed in the power station, from which the electric power will be generated. The total cost of the big project will reach close to a half-million dollars and will doubtless be completed by next summer. The electric power which will be sold in this city, Salt Lake and over the entire state, necessitating the construction of transmitting lines from this city in all directions.

Bamberger Line.

While the big railroad magnates have watched the growth of their interests in this locality, another of less means and less experience saw the possibilities of an interurban road between this city and Salt Lake, the capital. Handicapped by many circumstances, Simon Bamberger set to work, and after planning an extension of his road from the Lagoon resort to this city, instructed his engineers to proceed with the work. In the summer of 1908 the extension was finally completed and convenient schedules between Utah's two chief cities were established and are now being maintained, to the great convenience of residents of both cities.

Extending Electric Lines.

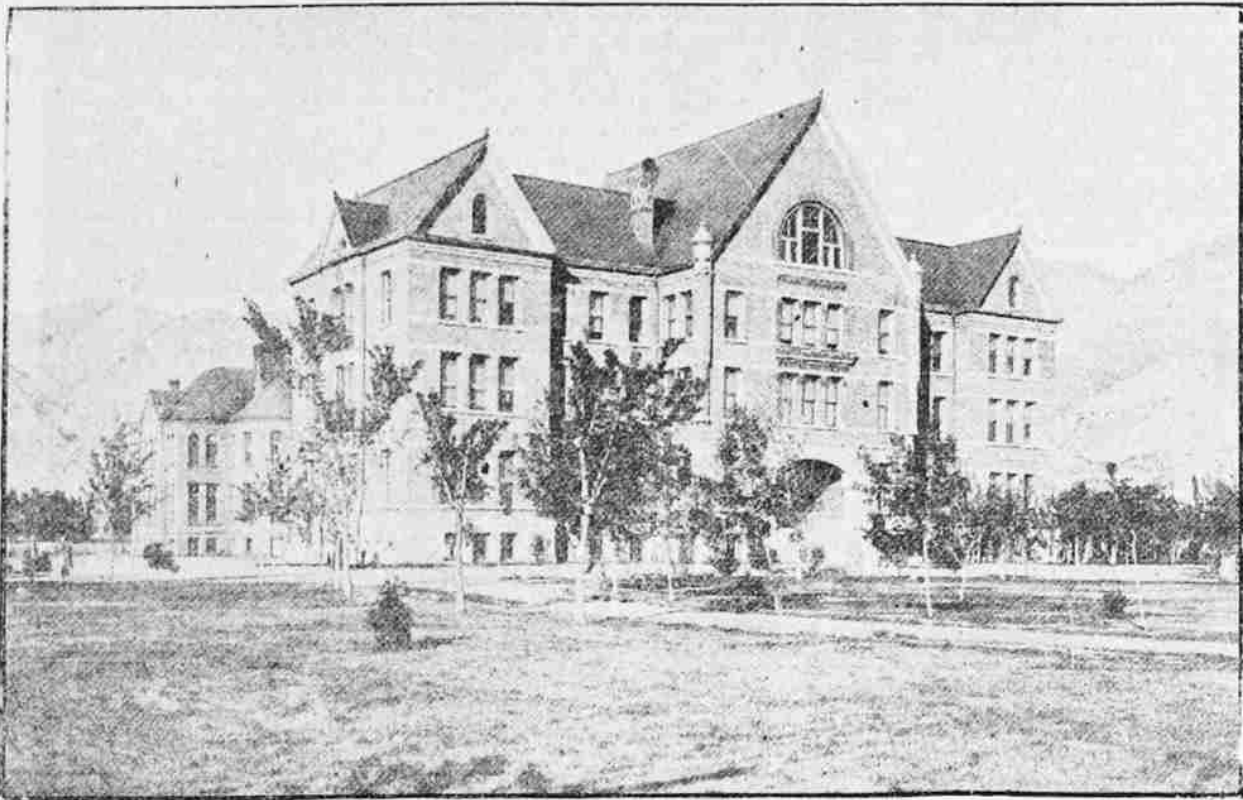
The Ogden Rapid Transit company, the street railway of this city, owned and operated by local capitalists, has also made many improvements during the past year. Additional cars have been added to the rolling stock, heavier rails and on some lines and needed extensions in portions of the city completed. Still greater results are planned for 1909. Already work has been started on an extension of its line from the mouth of Ogden canyon on through the canyon to Huntsville, Eden and other prosperous villages to the east. When this extension is completed regular passenger and freight schedules will be inaugurated, to the material convenience of the farmers in that section and the almost double enhancement of land values. The soil in and surrounding the town of Huntsville has been pronounced to be the best in the world for raising sugar beets. With convenient transportation facilities, the beet industry will doubtless be the chief source of income of the farmers in that section after the line is completed. When this extension has been completed the Rapid Transit company will doubt-

to all parts of the United States and foreign countries.

To take care of the surplus fruit and vegetables, which for many years went to waste for lack of transportation facilities and good markets, the canning industry was started in this county several years ago on a small scale. At present in the state of Utah there are twenty-four canning factories, sixteen of this number being located in Weber county. A. L. Brewer, mayor of Ogden City, is president and general manager of all, and through his business ability and knowledge of the markets the industry has proven a

to Nevada, Montana, Idaho, Wyoming, the Dakotas and to jobbers in Utah. The season usually opens about the middle of July, and closes November 15. The pack during the season recently closed was 50 per cent less than that of the season before, but a much better pack is expected next season. At present the tins which are used at the factories in this county are shipped here from a Chicago plant. President Brewer and his associates are planning for the erection of a tinning factory, to be operated in conjunction with the factories, and actual work on the building will probably be started before the next

Ogden City prides itself, that is unquestionably its public schools, and everything relative to the school system. Realizing that in the education of its youth lies the safety of the nation, the citizens of this city are always alive to the needs of the public schools, and when called upon give unstintingly of their means, time and attention towards their betterment. An illustration of this occurred last fall, when it became apparent that the high school building, at the corner of Twenty-fifth street and Adams avenue, could no longer be used for that purpose, owing to the large increase in attend-



Main Building State School for the Deaf and Blind, Ogden, Utah.

years ago, when there was nothing to show that the village claimed a place on the map but a few scattered residences surrounding the box-like railroad station at which occasionally trains rolled by, stopping a few minutes for orders before continuing their winding way across the desert to the coast or over the prairies to the more civilized east. From this typical western watering station the village has suddenly become a big, bustling, noisy city, with 33,000 population. Fast railroad improvements have been made; factories, stores, warehouses and handsome residences have been erected since that time. Lands in and around the city, where nothing would grow but cactus and sagebrush, have been made to yield bountiful crops by the process of irrigation. Backed by men of brains and energy, big enterprises have been started, mines have been opened, and Ogden City's future was assured. With all the wealth of the city, with its wonderful development of natural resources, men of affairs realize that its growth has as yet only begun; that an era of prosperity is dawning which will far surpass any of the most wonderful things yet accomplished. To this end those of Ogden's citizens who have realized its future are now working and strangers who have settled here are lending their efforts.

Due to Railroads. Ogden City owes the railroads a debt of gratitude. Its creation was really once in the hands of a few civil engineers, who, from the desirability of location, chose the city as a junction point for the great transcontinental lines which now converge here, from which fact "Junction City," the name frequently applied to Ogden, originates. A look backward of a twelvemonth will show only its infancy what the railroads of this city have accomplished.

Since the last detailed report was chronicled of the improvements to be made in Ogden City, actual work was started on the viaduct by the Harriman system across its tracks on Twenty-fourth street. For many months previous to the beginning of the work the question of a franchise under which the company is now operating was discussed between railroad representatives and city officials without results. Finally, when it appeared that all hope had been abandoned for an agreement on the terms of the franchise, a settlement was reached and work started. This was in the spring of 1908. Since then much progress has been made on the structure under the direction of Resident Engineer Campbell. A few months of bad weather caused a cessation in the fall, but work has again been resumed. The big steel girders and supports for the bridge have just arrived, and are now being placed in position. The structure, when

large force of men is employed in the construction of a new gallery for the large shop in the Southern Pacific machinery plant here. This gallery will be 250 feet in length and 50 feet in width. When the improvements on the shop are completed it will be thoroughly modern in every respect and one of the best equipped between Omaha and the coast.

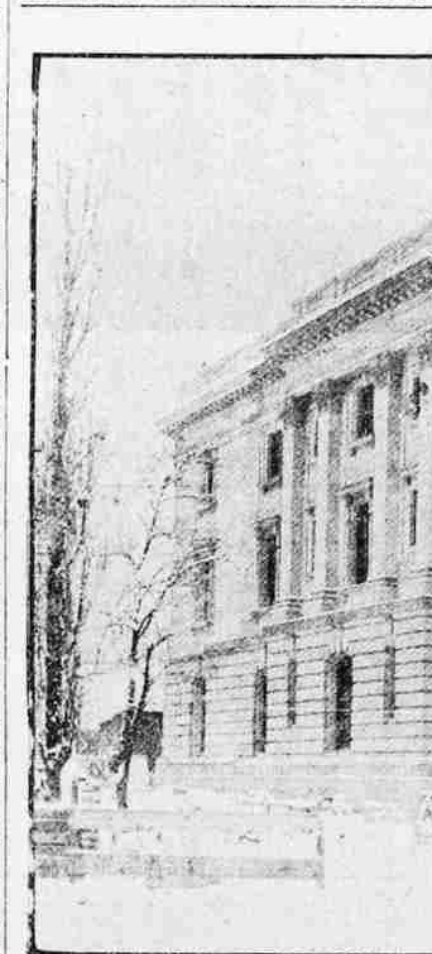
The double-tracking of the Union Pacific railroad, which in a few years, it is believed, will be completed over the entire line, is now being pushed in certain divisions. From Green River, Wyo., to Granger, the line has been double-tracked, with the exception of three miles, most of the work done during the past year. Double tracks are also being laid on the Southern Pacific from the coast toward Ogden, the work having been completed from Sacramento to the snow sheds.

Harriman a Builder. Since the depression caused by the financial panic of last year has been completely overcome, the year 1909 promises some of the most extensive improvements on the Harriman roads which have ever been undertaken since their existence. All improvement work abandoned by reason of the panic has lately been ordered resumed. After the completion of the viaduct on Twenty-fourth street it is given out at local headquarters that the construction of immense freight houses, additional car shops and a new office building, with the rearrangement of the local yards, will be begun. It has also been officially stated that the Harriman interests are contemplating the erection of a mammoth car wheel factory at this point for the manufacture of wheels to be used by the Oregon Short Line, Union Pacific, Southern Pacific and the Utah Light and Railway cars. An investment of something like \$100,000 will be necessary in this enterprise alone. That the Harriman store department, now located in Pocatello, Ida., will be removed to this city early in 1909, necessitating the erection of a \$75,000 building, is practically admitted by local railroad men.

While nothing definite has been announced, rumors are persistent in local railroad circles that before another year ends the Burlington system, backed by James J. Hill, the well-known railroad king, will begin the extension of its line westward to this city and on to Salt Lake City, passing through Ogden canyon.

Rio Grande Improvements. The Rio Grande railroad, which is financed by the immense Gould interests, is also contemplating improvements on a large scale for 1909. The Western Pacific, an extension of that system, will be completed by next April, according to local railroad men who are conversant with the progress of the

started in the state of Utah was begun during the past year by the Utah Light and Railway company in Weber canyon a few miles southwest of the city. Recognizing the growing need of electric power for lighting and commercial purposes, the Harriman experts, after making careful surveys in Weber canyon, pronounced the waterfall, which will be harnessed from the Weber river



New Federal Building Now Under Construction, Ogden, Utah.

by means of a diverting pipe line, as amply necessary as motive power for a power station of the size which is contemplated. When their surveys had been completed they were submitted to expert engineers, who began the task of preparing plans for the plant. These were finally accepted and the contract for the big pipe line and the power

less begin an extension of its line from the Utah Hot Springs, ten miles north of the city, to Brigham City, connecting Ogden city and this flourishing town by an electric line.

Agriculture in Weber County.

As the growth and prosperity of a city is largely dependent upon the agricultural and horticultural wealth of the surrounding country, this subject should not be ignored when the resources of a community are being exploited. The climate of Utah, with its semi-occasional rainfalls, would preclude the possibility of agricultural pursuits as a means of livelihood were it not for the fact that a system of irrigation, scientifically administered, has caused once arid and desert lands to blossom and bloom, caused blades of grass to sprout and vegetation to thrive where once only thistles and sagebrush could exist. Realizing the necessity of water to vegetation, a system of canals and ditches have been connected with mountain streams and rivers and turned upon the lands of the country. The result has been that Weber county holds first place with the other counties of the state in its agricultural wealth. The yield of fruit and vegetables of all kinds as a result of this irrigation each year in the county is second to none other in the state. The sugar beet is one of the chief crops raised. Many owners of farm lands have harvested no other crop since the introduction of the industry and the erection of sugar factories to take care of the yield. The importance of this industry can be faintly realized when it is known that the last pay roll on December 15, of the Amalgamated Sugar company in this city alone was \$210,000; not including the pay rolls at the Lewiston and Logan factories, all of which are controlled by the Amalgamated company. The beet season which has just closed has been one of the most prosperous since the factories were built. On the two previous pay days to the one mentioned, the amounts paid out to employees of the factories and the beet growers reached even a larger sum. Millions of pounds of this beet sugar, manufactured from the raw beets, are shipped each year

her of employees at each factory is forty-five. While cherries, peaches and fruits of all kinds are canned at the factories, more attention is paid to the canning of tomatoes, this pack being 65 per cent of the total each year. The output from the factories is shipped

to all parts of the United States and foreign countries.

To take care of the surplus fruit and vegetables, which for many years went to waste for lack of transportation facilities and good markets, the canning industry was started in this county several years ago on a small scale. At present in the state of Utah there are twenty-four canning factories, sixteen of this number being located in Weber county. A. L. Brewer, mayor of Ogden City, is president and general manager of all, and through his business ability and knowledge of the markets the industry has proven a

distinct success. With him are associated truck growers and gardeners, who are under contract to supply the canneries with their entire crop. In this way the factories are assured of sufficient vegetables and fruit for the season's pack each year. The average yield from each acre is \$95.80. The capital stock of each of the factories averages \$25,000, and the average num-

season opens. As the amount of business done by the postoffice of any city is a good indication of the population and the commercial activity of that community, the statement given below, showing the comparison of the postal receipts and other figures relative to the Ogden postoffice for the past year and the year before, is interesting.

Money Order Account.

	1908.	1907.
Money orders issued.....	\$ 261,802.05	\$250,119.23
Fees for issuing same.....	1,950.84	1,650.98
Money order paid.....	250,409.42	250,427.78
International money orders issued.....	60,760.80	58,768.08
Fees for issuing same.....	625.20	627.28
International money orders paid.....	57,382.74	57,210.63
Money order deposits from subsidiary postoffices.....	240,982.78	180,894.62
Total.....	\$ 519,116.59	\$524,685.48

Postal Account.

	1908.	1907.
Amounts received for stamped paper.....	\$ 72,832.47	\$ 63,239.74
Amounts received for second and third class material.....	18,378.	18,378.
Paid railway postal clerks.....	67,203.82	65,052.61
Paid office clerks and carriers.....	32,304.08	31,802.88
Combined totals.....	\$1,084,587.96	\$971,174.13

Registry Business.

	1908.	1907.
Through pouches and inner sacks received and dispatched.....	18,378.	16,554.
Desk and carrier deliveries, main office and stations.....	20,850.	19,639.
Total number registered articles handled.....	218,012.	204,069.

Distribution.

	1908.	1907.
Daily average of letters and papers handled Ogden office.....	24,800.	24,000.

A better idea of the growing wealth of Ogden City and Weber county can perhaps be gathered from a comparison of the assessment rolls in the office of the county assessor for 1907 and 1908. This comparison shows that the total assessment for the year just closed in the entire county is an increase over the previous year of \$569,153, the total tax levy for all purposes for 1908 being \$644,724.81. This tax levy shows an increase over that for 1907, but this is explained by the special levy for school and waterworks purposes. The assessment for 1908 is as follows:

Ogden City Values.

Real estate.....	\$ 4,133,463.
Improvements.....	2,620,580.
Personal property.....	2,722,161.
Railroads.....	1,264,871.
Car companies.....	8,672.
Total valuation city.....	\$11,762,228.

County Districts.

Real estate.....	\$ 1,570,912.
Improvements.....	928,026.
Personal property.....	729,050.
Railroads.....	1,499,050.
Car companies.....	10,064.
Total valuation county.....	\$ 4,802,206.

Weber county grand total, \$16,564,434.

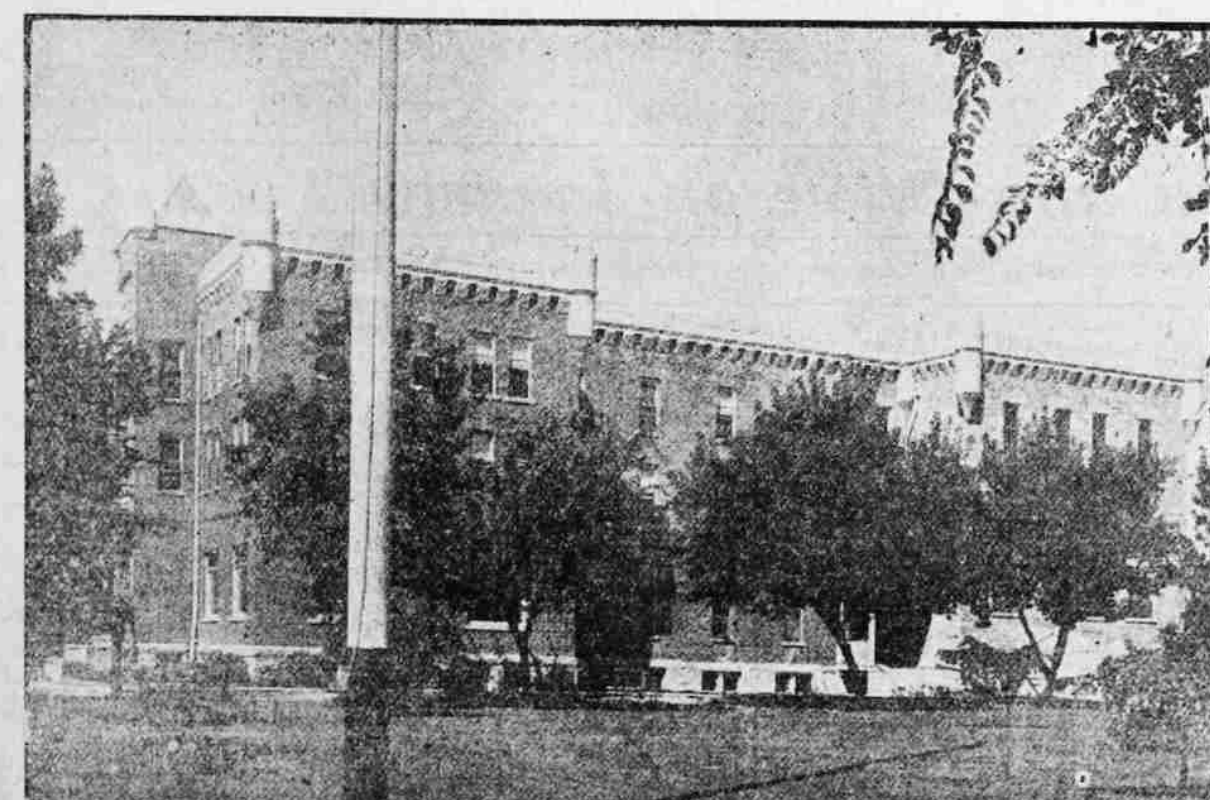
Ogden Public Schools.

If there is any one thing upon which

requirements. The Civic and Improvement league of the city worked hard for the success of the election, but even its heroic efforts, combined with other organizations, would have probably come to naught, and the proposed measure defeated at the polls had not Mr. and Mrs. Fred J. Kiesel, public-spirited citizens of the city, come forward with a magnificent offer of a handsome site for the building, valued at \$25,000, at the corner of Twenty-fifth street and Monroe avenue, conditional upon the success of the bond election. The display of interest in the erection of the building by other leading citizens was taken as convincing evidence that the high school was an imperative necessity, and the bonds were voted. In the past few days ground was broken for the building, which will be pushed to completion by the contractors, the Eccles Lumber company, and it is believed will be ready for occupancy next August.

Modern High School.

The new high school will be modern in every detail. All of the latest improvements found in building of the kind in leading cities of the United States will be followed. The dimensions will be 190 feet front, 115 feet deep and three stories high. The gymnasium and manual training quarters will be



State Industrial School, Main Building, Ogden, Utah.



Building for the State Industrial School.